

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 2:14 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 184 Const Calendar Day: 814 Date: 01-Dec-2011 Thursday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 AM 03:30 PM Break: 00:30 Over Time: 00:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

| Temperature   | 7 AM | 12 PM | 4 PM      |
|---------------|------|-------|-----------|
| Precipitation |      |       | Condition |

Working Day ☒ If no, explain:**Diary:**

Dispute

**Cable Prep Work**

Work near the Tower saddle to prepare for PWS hauling:

- There was no Cable prep work near the Tower saddle today. The Favco crane and Tower elevator were shut down due to high winds.

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Jacking frame:

- They continued excavating the crack in the North side of the jacking frame today.
- On the right side of the excavation, they continued excavating up the vertical weld between the North side plate and the base plate. This was to ensure that the crack not extend up into this weld. This area of the excavation was gouged, ground smooth, and the MT of it was OK.
- On the left side of the excavation, the MT showed that the indication was visible up the side of the excavation to a depth of only 6mm from the surface. ABF Superintendent Scott Smith asked me if they had approval to weld, and I said no because the indication was not completely removed deep enough on the left side. He said that they would continue excavating to the left until the indication went away, or until they got as close to the concrete so as to still be able to perform the weld repair.
- They excavated to within about 30mm of the concrete, and the MT of the excavation showed the indication was visible up the side of the excavation to a depth of only 3mm from the surface (see attached photo). At this point, Scott Smith did not want to excavate any farther. The total length of the excavation is 375mm.
- At 11:50, ABF QC Manager Jim Bowers called me to discuss some possible options. He proposed that they weld the current excavation, and then wait to continue excavating and welding until after load transfer when the jacking frame will be pushed out about 1.6m and they would have easier access to the weld. I told him that I could not personally approve something like that, but would start some discussions with METS and Brian Boal.
- At 12:30, I called Brian Boal to give him an update.
- I received an email from Jim Bowers containing the updated request for weld repair detailing their proposal to weld this excavation, with a continuation of the excavation and weld after load transfer. METS is currently reviewing the request. I forwarded this email to Brian Boal, Alex Schmitt, and Roman Granados.

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Office work:

- I attended the weekly safety meeting from 08:00 until 08:30. The topic was Pier 7 safety.
- I attended the weekly Cable field meeting from 07:00 until 07:45, and from 08:30 until 09:15. We discussed the surveying and adjusting of strand #1.



ddrRptbyBidItem

## Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Wright, Doug Diary #: 184 Date: 01-Dec-2011 Thursday

|                             |               |               |                              |
|-----------------------------|---------------|---------------|------------------------------|
| 04-0120F4                   | Bid Item: 067 | C-TPW-PIC.067 | Prepare for PWS Installation |
| AMERICAN BRIDGE/FLUOR, A JV |               |               |                              |

### Attachment



Excavation showing the open PJP root gap & the MT indication within 3mm of the surface



End of excavation near the edge of the W2 concrete